

NOTES

ORIGINAL BRIDGE

The original Bridge (the dome) on the studio model of the U.S.S. ENTERPRISE was taller. The bump behind this dome was also taller. A turbo-elevator easily fits inside the bump (see "A") even if the recessed floor of the Bridge is entirely above the ceiling of Deck 2.

A forward-facing Bridge CAN fit (see image at right) but it has to be shifted forward; the Bridge is not in the middle of the dome. Also, the recessed floor of the Bridge has to be dropped below the ceiling of Deck 2. Behind the Bridge is a turbo-elevator storage space too.

REVISED BRIDGE (Recessed)

When the shape of the Bridge on the model was modified, material was removed from the bottom of the dome and the bump. This reduced the height of the bump too much. A turbo-elevator no longer fit even if the recessed floor of the Bridge is dropped below the ceiling of Deck 2 (see "B"). Also, the lower curve of the dome means the Bridge has to be in the middle; this deletes the space available for the turbo-elevator tube and the storage space, which forces the Bridge to be rotated 36° so as to align the turbo-elevator alcove on the Bridge with the bump on the model.

REVISED BRIDGE (Very Recessed)

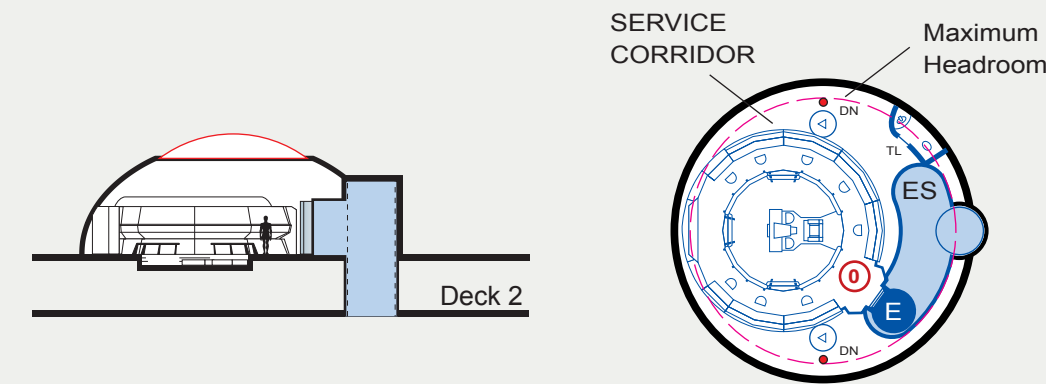
If the main floor of the Bridge is also dropped below the ceiling line of Deck 2 the turbo-elevator does finally fit in the bump. However, this makes the ceiling for most of Deck 2 too low (see "C"). The Bridge is still rotated 36° but now, a turbo-elevator waiting to be used by Bridge personnel now encroaches into Deck 2. A second shaft has to be introduced behind the first one to allow unimpeded, uninterrupted service to Deck 2.

In at least one episode, a character left the Bridge and a moment later a turbo-elevator was available for another character to leave the Bridge. Spare turbo-elevators must be stored somewhere nearby, but the first available storage space is on Deck 3; this is too far away.

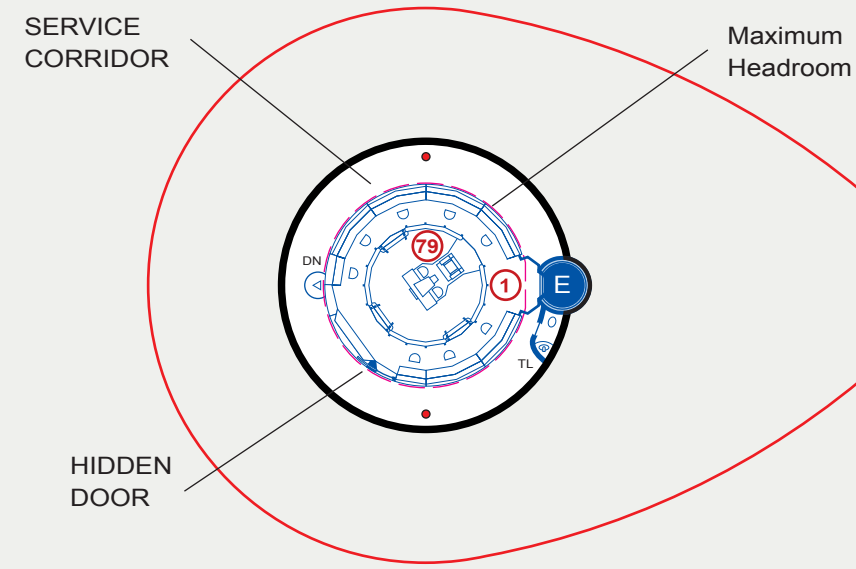
The Bridge from "C" is what I will use in these plans (see image at right). This does fit inside the studio model, however, the layout of the turbo-elevator shafts is very inefficient for Decks 2 and 3, and a rotated Bridge seems illogical.

ALTERNATE BRIDGE CONFIGURATIONS

A simpler, more practical solution is to raise the bump slightly (see "D"). This is a good start. Extending the bump to the port side, or to both sides, is even better.



DECK 1: ORIGINAL BRIDGE (Facing Forward)



DECK 1: REVISED BRIDGE

Deck 2 & 3 Outline

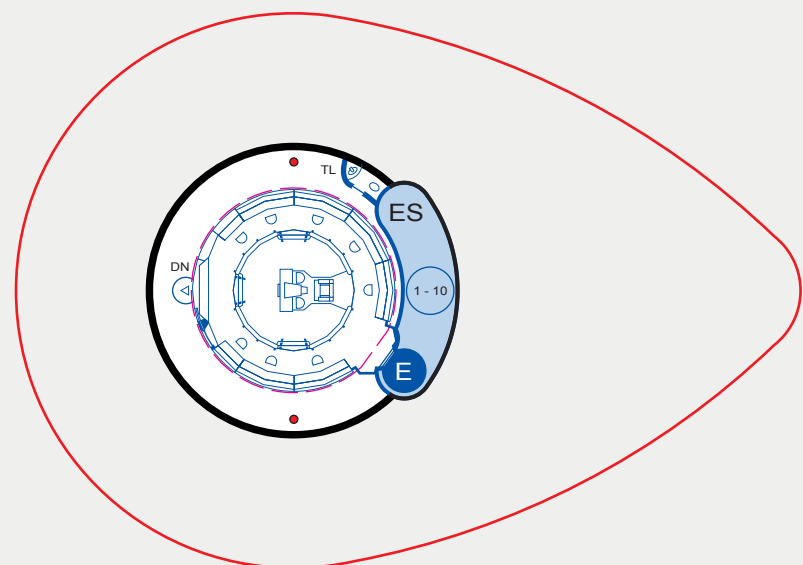
ALTERNATE BRIDGE CONFIGURATIONS (continued)

Such changes allow for smoother turbo-elevator operations, turbo-elevator storage spaces closer to the Bridge, and other (better, more logical) Bridge configurations. Three such designs are shown below, but won't be used in the Heavy Cruiser plans.

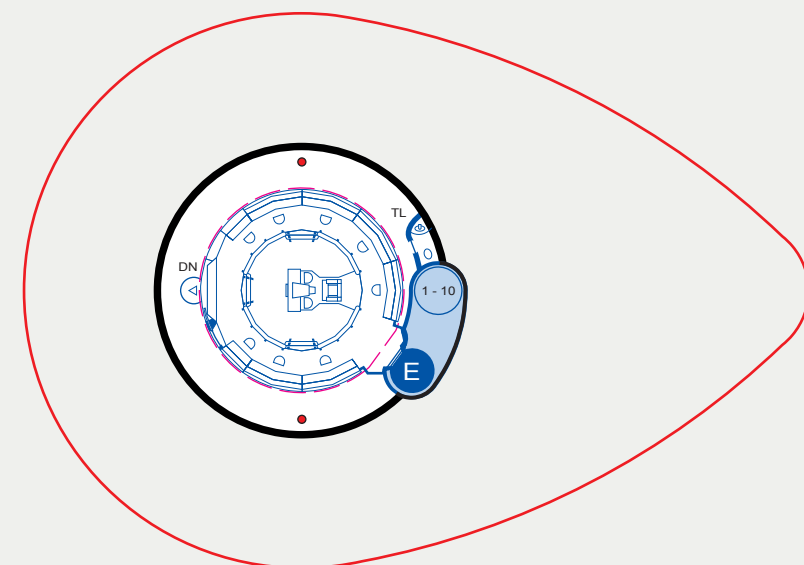
- v1. A storage space for spare turbo-elevators exists to starboard. The bump is much bigger but is symmetrical.
- v2. This second design minimizes the change to the size and shape of the bump but it is now asymmetrical.
- v3. The turbo-elevator storage space has been replaced by a second access point for the Bridge. The stations have been re-arranged around the Bridge, but overall, one station has to be deleted.

In all these alternate versions, the Bridge faces forward ... as it was always meant to be (in my humble opinion).

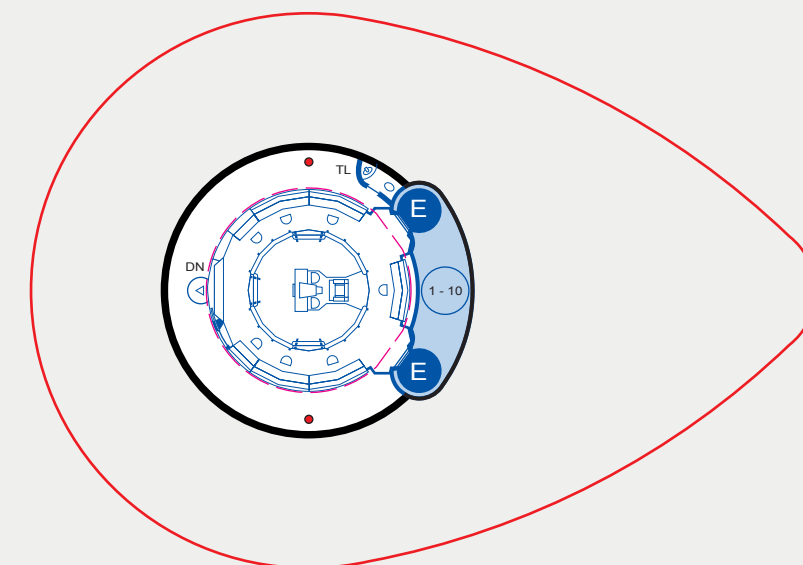
On all these Bridge designs, access to the Service Corridor is via removable panels, or hidden doors, or both.



DECK 1: BRIDGE (v1)



DECK 1: BRIDGE (v2)



DECK 1: BRIDGE (v3)